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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	Rumania	REPORT	
SUBJECT	1. The Codru Ammunition Dump 2. Location of Security Troop Headquarters, Border Guard Headquarters in Babadag	DATE DISTR.	23 August 1954
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25 YEAR RE-REVIEW

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STATE #	X	ARMY #	X	NAVY #	X	AIR #	X	FBI		AEC				
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COUNTRY Rumania

DATE DISTR. 2 August 1954

SUBJECT 1. The Codru Ammunition Dump  
 2. Location of Security Troop Hdqtrs.,  
 Border Guard Hdqtrs., etc. in Babadag

NO. OF PAGES 6

DATE OF INFORMATION

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CODRU AMMUNITION DUMP AND POINTS OF INTEREST NEARBY

Reference is made to Enclosure 1, this report, Overlay of Rumanian  
 1:100,000, [REDACTED] GURA  
 PORTITA, pinpointing the CODRU Ammunition Depot, Point 4.

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1. Highway, joined the cities of Tulcea /N 45-13, E 28-48/ and Constanta, approximately eight meters wide, gravel surface in good condition, not very dusty in summer. This is the only road connecting Tulcea and Constanta. However, there was not much traffic on it since the rail line, Point 2, was the principal means of communication.
2. Railroad Line, single track, standard gauge, connected the cities of Tulcea and Constanta. No information about intensity or type of traffic.
3. Codru Railroad Stop, a stone house measuring 8 x 8 x 8 meters, two stories, possibly red gable roof, was located on the west side of the railroad track, Point 2, [REDACTED]

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## 4. Ammunition Depot "Codru".

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the installation was located in a dense forest which provided extremely good natural camouflage, but the noise of cement mixers in operation sounded as if construction was going on. this depot was originally built in 1888, when the Rumanian armies were consolidated. The installation was modernized and completely renovated in 1940 by Marshal ANTONESCU.

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(a) the Codru Ammunition Dump was being enlarged and modernized, (b) it was one of the three major ammunition dumps in Rumania, the second being located at Ianca N 45-08, E 27-27 (in a field immediately to the north of that city) and the third major depot somewhere at or near Craiova; (c) that the Codru Ammunition Dump was the principal ammunition storage point in southeast Rumania and was currently being modernized and enlarged so that it would have the appropriate facilities for supporting and supplying army needs in the region of Dobrovia. the construction activity at Codru was common knowledge to the residents of Babadag (pop. 7,000). None of the civilian population had been recruited and the work was being handled solely by military labor troops. soldiers of the labor troops in Babadag came regularly to the flour mill to pick up flour. their uniforms as gray-colored coveralls.

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Reference is made to Enclosure 2, Sketch of the Codru Ammunition Dump (See also Pt. 4, Encl. 1, this Report).

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## NOTE:

the installation in 1942:

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- A. Water Tower, 15 m. high, 5 m. diameter, gray concrete structure, with nozzle to supply water to locomotives.
- B. Railroad Line, single track, same as Point 2, Enclosure 1.
- C. Country Road, four meters wide, gravel surface, connected the ammunition dump with the Codru railroad stop.
- D. Codru Railroad Stop, see Point 3, Enclosure 1.
- E. Guard Posts, small wooden one-man guard shacks set atop earth mounds one meter high were located at the four corners and at the main entrance of the rectangular ammunition depot.
- F. Troop Billet, 8 x 5 x 8 meters, stucco brick structure, covered with camouflage paint, two stories high, and tile gable roof. 200-250 troops were billeted in this building.
- G. Office and Troop Billet, same construction and appearance as Point F above. Ground floor served for administrative offices, first floor as troop quarters.
- H. Flower Rotunda.

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- I. Ammunition Bunkers, approximately 20 underground ammunition bunkers were located in the area to the west of the two permanent buildings, F & G. They were placed in the midst of the dense forest which predominates in this region.

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[redacted]  
[redacted] semi-circular entrances covered with earth;  
[redacted] the supporting frames were wooden.

- J. Highway, connecting Tulcea and Constanta. same as Point I.  
Enclosure 1.

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5. Water Tower; see Point A, Enclosure 2.
6. MAHMUD's Grave, prominent landmark, located on a peak, elevation 232 m., built by the Turks in a clearing 50 m. wide on top of the wooded hill. The grave and the small park surrounding it is constructed of white stone and [redacted] it would be very visible from the air, although it cannot be seen from the surrounding lower terrain. 25X1
7. Wooden Church, Lipovenian denomination.
8. Brick Church, Roman Catholic.
9. Mosque, practically abandoned since 1938 when the Turks evacuated Dobrogea.
10. Security Troop Headquarters, located in a former hotel and the largest house in Babadag, measured 20 x 10 x 8 m., made of unbacked brick and wood, former Turkish household with large interior court and stables, gable wood plank roof. [redacted] this unit served as the headquarters for a Securitate Battalion. [redacted] a Securitate major in Babadag [redacted] he was the commanding officer of the Battalion. [redacted] there were only administrative security troops at this headquarters which controlled the platoons stationed in the vicinity of Babadag. [redacted] no radio antenna at or near this headquarters. 25X1
11. Church, Rumanian Orthodox.
12. Border Guard Headquarters, former Bulgarian farm house, 10 x 10 x 10 m., brick walls, three stories. Located at the south side of the intersection or fork between two roads, one leading north to Tulcea, the other east to Enisala /N 44-53. E 28-487. [redacted] this house was the headquarters for a Border Guard Battalion. 25X1
13. Babadag Railroad Station, brick building, 15 - 20 x 8 x 8 - 10 m.
14. Wooden Boat Landing, suitable for boats with draft under five meters. Fifty meters long along the shore, six meters wide. Narrow gauge tracks suitable for loading with dollies. Built during World War II by the Navy and set next to the clay bank, 10 m. high, of Babadag Lake /N 44-55, E 28-457.

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15. Babadag Lake, navigable for craft with maximum two-meter draft, overall depth 5 - 10 m.
16. Elizabeta Canal, 10 m. wide, four - five meters deep, runs east to west, total length one kilometer; earth walls, no reinforcements. Passes under one wooden bridge with a three-meter clearance and four-meter maximum width between its one wooden pile and the bank.
17. Abandoned Turkish Fort, visible landmark.
18. Securitate Platoon, located in a small house, structural details unknown, between the abandoned fort and the entrance to the village of Emisala. Personal observation during 1949-1950.
19. Highway and Railroad Bridge, crossing a narrow point of Babadag Lake, Stone arch bridge 20 - 30 m. long, 10 m. wide, on three - four concrete piles and concrete abutments. Carried both the main highway and the railroad line connecting Constanta and Tulcea.
20. East End of Antonescu Highway, this gravel road 15 m. wide was built by the Antonescu regime during World War II and extended west as far as the Danube. It is considered and called the Strategic Road of Dobrovia.

## Enclosures:

1. Overlay of Rumanian 1:100,000 [redacted] GURA PORTITEL, Pinpointing the CODRU Ammunition Depot.
2. [redacted] Sketch of CODRU Ammunition Depot N 44-50, E 28-42.

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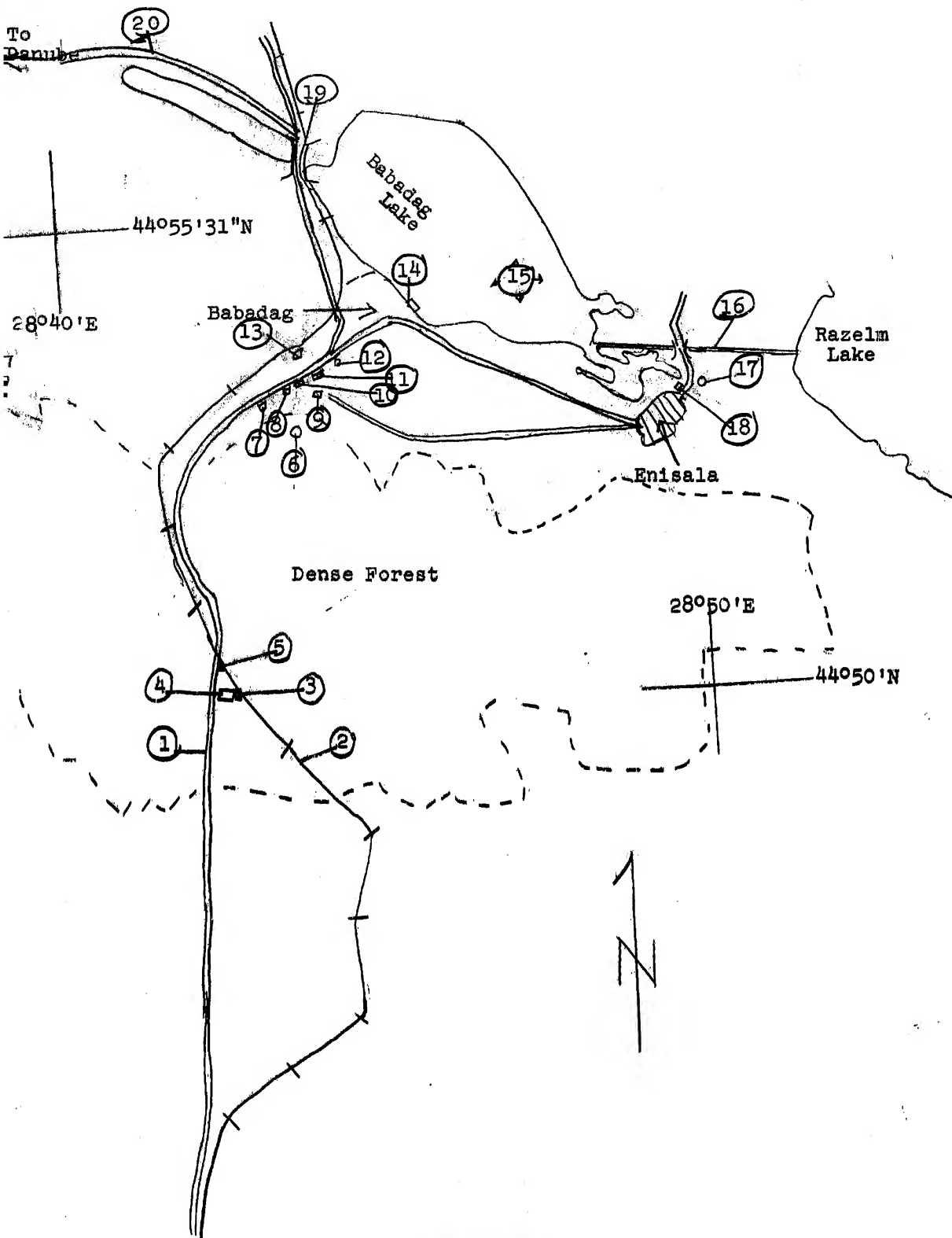
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Enclosure No. 1 Overlay of Rumanian 1:100,000 [REDACTED]  
[REDACTED], GURA PORTITEI, pinpointing the CODRU  
Ammunition Depot.

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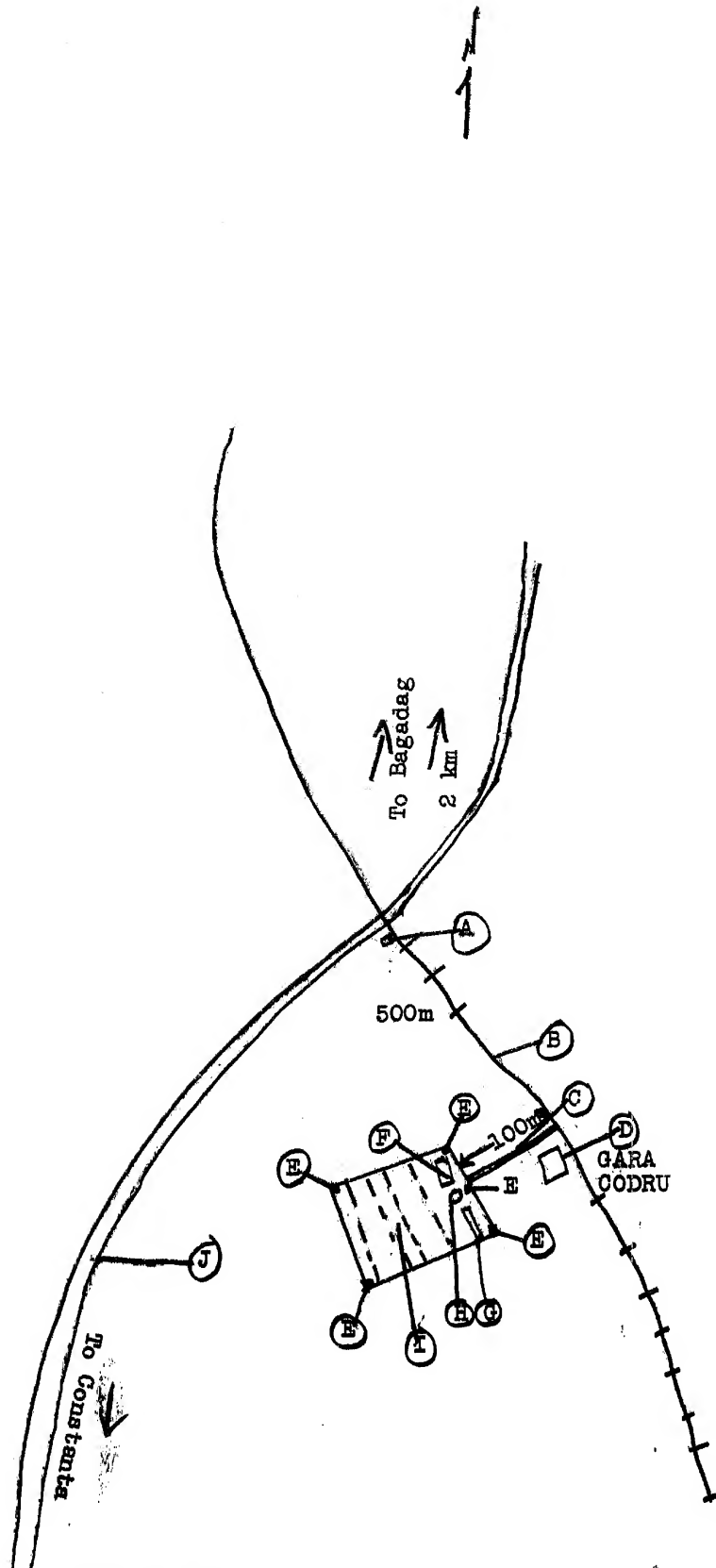
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Enclosure No. 2  Sketch of CODRU Ammunition Depot  $\angle N 44-50, E 28-42$

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